

- Bellemore / Berkeley Pl
- Deering / Loring Hts
- Atlantic Station / 17th St
- 14th St / Home Park
- 10th St / GA Tech
- 8th St
- Marietta St / Upper Westside
- Howell / Bankhead
- North / English Ave
- John / Herndon Homes
- Ivan Allen / Simpson
- Spenser / GWCC
- Vine City
- MLK
- Fair / AUC
- Greenberry
- Whitehall / Castleberry Hill
- West End

Northside Drive Corridor Study

Plan Completion Meeting June 30, 2005

City of Atlanta Bureau of Planning

6.30 Agenda

- Welcome & Introductions
- Study **Goal**: Document a **Vision/Framework**
- **Major Elements** of the Vision/Framework
- What Needs our **Consensus** Now?
- **OK** to Begin NPU/Legislative Approval?
- What Happens **Next**?

The Goal of the Northside Drive Corridor Study is to **establish a vision** for the corridor that...

- meets **future transportation needs**
- is a **framework** to guide the complex work ahead
- provides a basis for **funding** the necessary **concept studies** (bridges, transit, roadway, etc...)
- is **multi-modal**
- **intensifies** the corridor
- supports **existing communities**
- helps build **new communities**

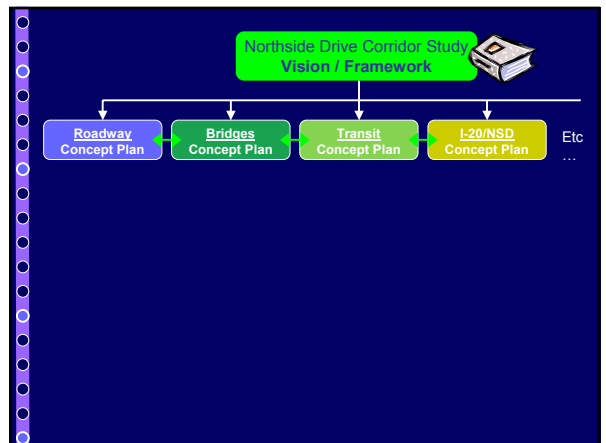
Our Vision / Framework is a **critical first step** in the **long** and **complex** process of transforming Northside Drive.

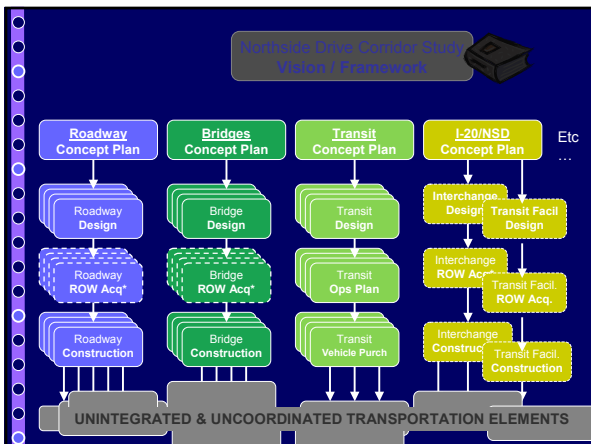
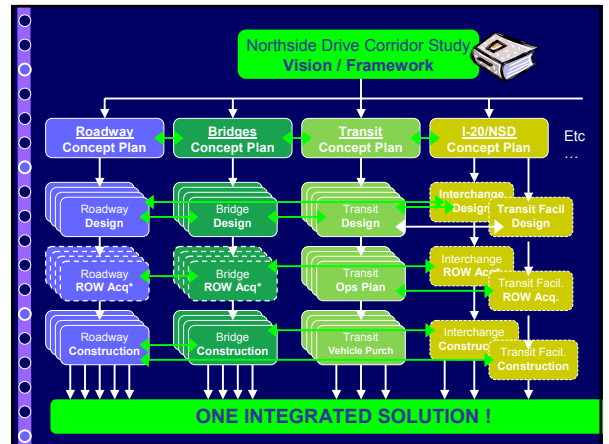
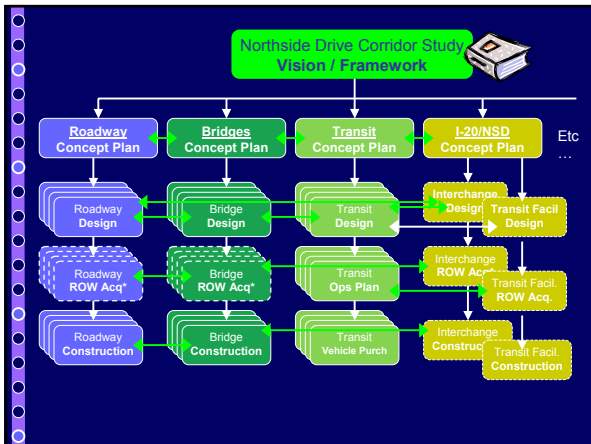
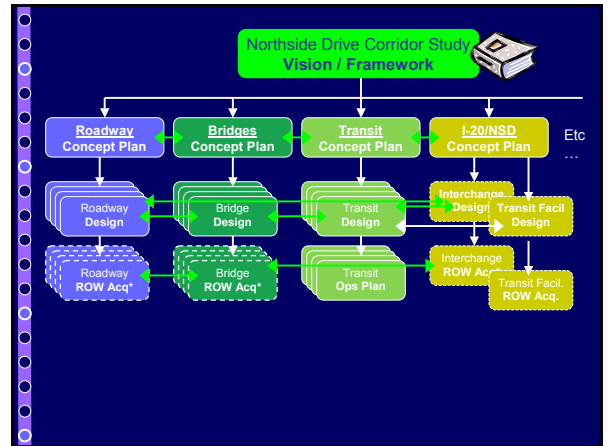
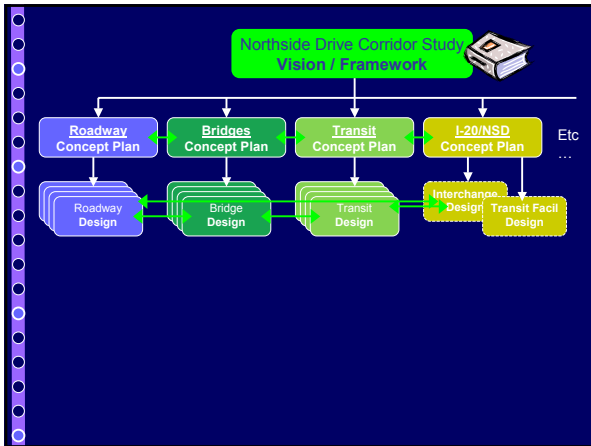


= Vision/Framework

Northside Drive Corridor Study

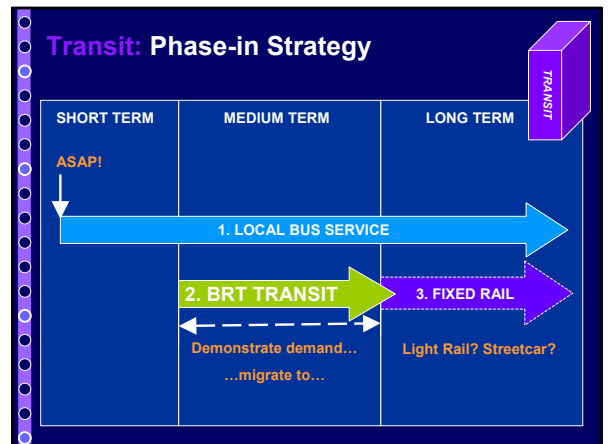
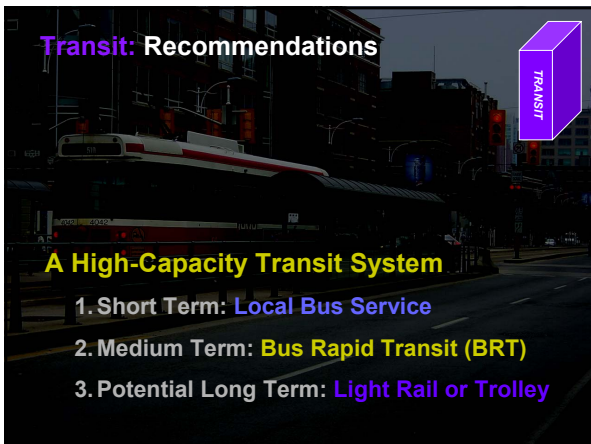
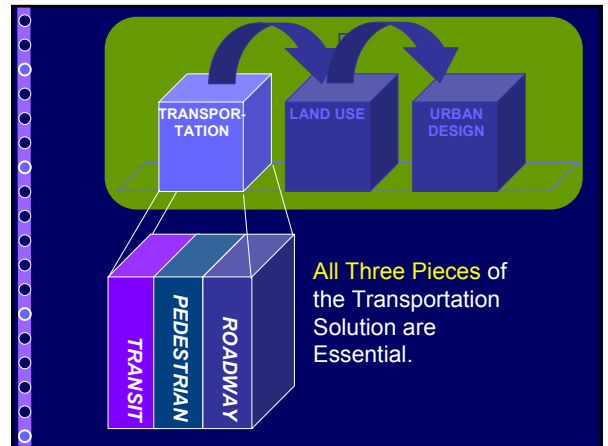
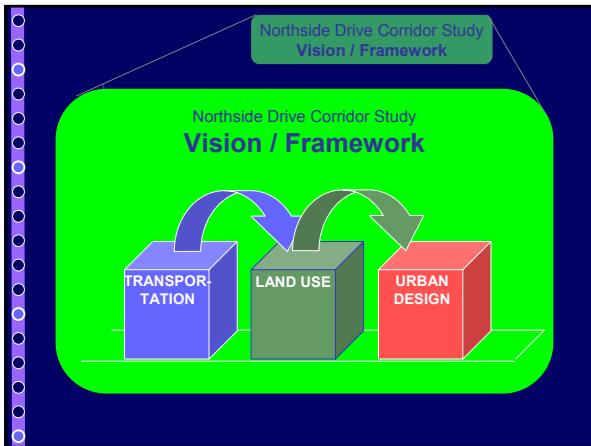
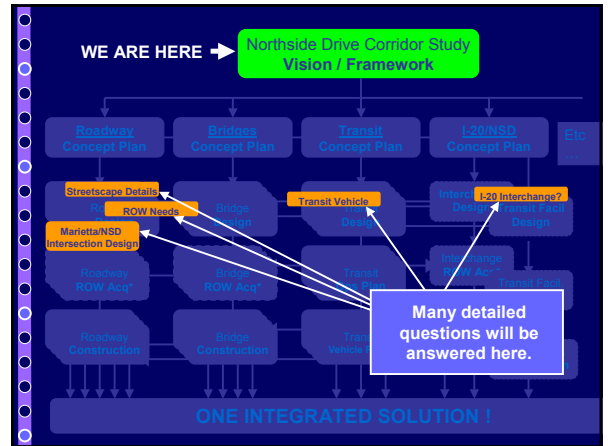
WE ARE HERE → Northside Drive Corridor Study Vision / Framework 





The Vision/Framework **Will...**

- **Document the type of facility** we, as the City of Atlanta, want Northside Drive to become.
- **Ensure** that all the concepts, designs, and lower-level plans that must still be done **work together** to a **common goal**.
- Establish a basis to begin **funding the next steps** of the process (concept studies).



Transit: BRT

Bus Rapid Transit (BRT) =
Rubber-Tire Vehicle Cost
+ Rail-like Operation

Rapid, Reliable Operation

- All-Day Service
- Frequent Service

Neighborhood-oriented Transit Stations

- Fixed Station Locations (1/4 mile apart)
- Pleasant Waiting Platforms
- Pre-Board Fare Payment

BRT costs about 1/3 as much as Light Rail to Implement...



...and can be in place within about 5 years.



Vehicles can be modern and streamlined...



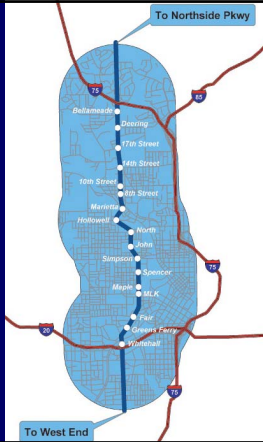
...with comfortable interiors.



Stations are sheltered, equipped with amenities and information.

QuickTime™ and a
Photo - JPEG decompressor
are needed to see this picture.

Station locations are permanent.



BRT Example (Eugene-Springfield, Oregon)

QuickTime™ and a YUV420 codec decompressor are needed to see this picture.



Roadway: Recommendations

Targeted Roadway Safety Enhancements

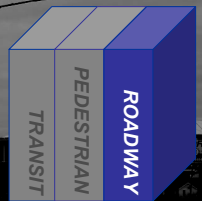
- Reconfiguration of Confusing Intersections
- Additional / Regular Traffic Signals
- Comprehensive Wayfinding Signage Improvements
- Green Median
- New Travel Lanes Where Appropriate (target a consistent 6-lane section)



Roadway: Recommendations

Access Management

- Green Median
 - increase safety and reduce speeds
 - pedestrian refuge
- Limit Curb Cuts on NSD
- Use Side Streets where Possible
- New Access Streets where Necessary



Roadway: Recommendations

On-Street Parking

- where needed to support storefront retail
- off-peak with enforcement if in-lane
- all day if land donated by property owners (out of lane w/bulbouts)
- use cross-streets



Roadway: Recommendations

3 Major Improvements to Railroad Bridges...

- Deering
- 14th / Hemphill
- Whitehall

...and 1 bridge over a Railroad

- between Marietta and Hollowell

